

The Stikeen River Journal.

DEVOTED TO THE INTERESTS OF WRANGEL, SOUTHEASTERN ALASKA, AND THE ALL-CANADIAN ROUTE TO THE YUKON.

WHOLE NO. 29.

FORT WRANGEL, ALASKA, SATURDAY, JULY 16, 1898.

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Issues

It is Off With "Soapy" Smith

He Runs a Bluff on Skagway Citizens and is Promptly Called.

A BULLET THRO' HIS HEART
The Days of "Sure-Thing" Men
in Alaska are Numbered.

"Soapy" Smith has run his last bluff. In an encounter with Mr. Frank Reid he was shot through the heart and instantly killed. The affair occurred on the Juneau wharf in Skagway on Friday, the 8th inst. From the Skagway News of July 9, the following is taken: "It was at 9:30 last night that the checkered career of "Soapy" Smith was brought to a sudden end by a 38 calibre bullet from a revolver in the unerring right hand of City Surveyor Frank H. Reid, while the latter lies at the hospital dangerously wounded by a bullet from Smith's rifle.

"The cause which led up to the trouble which ended Smith's life, had its origin in the morning shortly before 10 o'clock, when J. D. Stewart, a young man just out from Dawson, was robbed of a sack containing from twelve to fifteen pounds of gold. There are conflicting stories as to how the robbery was committed, the accepted version being that Stewart desired to sell his gold, and that one Bowers, a well known member of Smith's gang, represented to Stewart that he was here for the purpose of buying gold for some big assaying company below. The unsuspecting stranger accompanied Bowers to a point in the rear of Smith's place on Holly avenue, and near the Mondamin hotel, where, it is alleged, two of Bowers' pals were in waiting, when the three men overpowered Stewart, wrested the sack of gold, containing \$2670, from his hands, and disappeared from sight around adjoining buildings, leaving the returned Klondiker as poor as when he started for the land of gold and hardships nearly a year before.

"As soon as the news of the bold and daring broad daylight robbery became circulated about the city, there was fire of indignation. People were inexpressibly surprised and shocked that such a flagrant outrage should have been committed in the city. Business men quietly discussed the situation, and, feeling assured that it was Smith's men who did the job, many of the best and most influential of our citizens went quietly to the leader and informed him that the gold must be returned, and that he and his gang must shake the dust of Skagway from their feet. During the earlier part of the excitement Smith partially promised several men, including the writer, that, in case there was no "roar" made in the papers, the gold would be returned by 4 o'clock last evening, and that his influence would be used to prevent his men from in any way interfering with returning Klondikers in the future.

"The promise was not kept, however, nor was the gold returned. On the contrary, Smith began to drink heavily and talk in a rash, defiant manner. When told by a News representative that unless the gold was returned there would be trouble last night, Smith replied: "By —, trouble is what I am looking for." He got it in a way he least expected.

"The gold not being returned, public indignation continued to increase until at eight o'clock it had reached fever heat. Cool heads prevailed, however, and no outward demonstrations were made, although there was an ominous look worn by several hundred of men, including the best of Skagway's citizens, which plainly said: "Sure-thing men must go." At nine o'clock last night a meeting was started in Sylvester's hall, but the space being inadequate to accommodate the crowd, an adjournment was taken to the Juneau dock, where, at a point half way to the warehouse, a meeting was called to devise ways and means for ridding the

city of the lawless element, which for some time has infested it. The meeting was called to order by J. T. Hayne, foreman of the News office, who suggested the election of a chairman, Thos. Whitten of the Golden North hotel, being chosen. The chairman appointed a committee of four, Frank H. Reid, Jesse Murphy, J. M. Tanner, and Mr. Landers, to guard the approach to the dock in order that no objectionable characters might be admitted to disturb the deliberations of the meeting.

"It was while this committee of four was stationed at the end of the dock that Jeff Smith appeared carrying a Winchester rifle in his hands. He walked straight up to Reid and with an oath, asked what he was doing there, at the same time striking at him with the barrel of the gun. Reid grabbed the gun in his left hand as it descended pushing it down toward the ground, and drawing his revolver with his right hand at the same time. When the point of the rifle was close against Reid's right groin, Smith pulled the trigger. The ball passed clear through and came out through the lower part of the right hip. At about the same time Reid fired two or three shots in rapid succession, one of which pierced Smith's heart, another striking one of his legs. Smith also fired a second shot, striking Reid in the leg. Both men fell at about the same time, "Soapy" Smith stone dead and City Engineer Reid dangerously, perhaps mortally, wounded.

"Needless to say, the meeting which was in session further down the dock speedily adjourned. The dead and wounded men were picked up and brought to town, Smith's remains being taken to the undertakers, and Mr. Reid being carefully carried to Dr. Moore's office where a number of physicians made a careful examination of his wounds. At first it was thought the wounded man could live but a few hours, but he has since rallied materially and his chances for recovery are now considered very fair, and strong hopes are entertained.

"Later in the evening the citizens again convened a meeting, with the result that a thorough organization was effected. It appearing to the citizens that Deputy Marshal Taylor, by his affiliations with the Smith crowd, was not the proper man to head an armed body of men, Captain J. M. Tanner was sworn in as deputy marshal by U. S. Commissioner Schilbrede, and about twenty-five others were deputized to assist Captain Tanner. Captain Sperry was placed at the head of the citizens committee, each one of whom carried a Winchester rifle.

"All last night the measured tread of the guards could be heard as they patrolled the streets. All the haunts where any of those supposed to be in anyway connected with "Soapy's gang" was liable to be found, were visited. But in most cases the birds had taken warning and fled. However, quite a number were placed under arrest, and are now confined in the city jail, which is closely guarded. It is feared that the three men who robbed Stewart of his sack of gold have escaped to the hills, as did several others of the gang last night, on learning of the death of their leader. All the avenues of escape from the city have been closely guarded, and the bold highwaymen got out by small boats yesterday, their chances for escape are very small. Every wharf is closely guarded, and detachments of deputies have been sent to Dyea, as well as to Lake Bennett. The entire trail from Skagway to Bennett is closely watched. Business is practically suspended today. Hundreds of men, the majority of them armed with Winchester, are congregated on the streets, but the best of order prevails.

Four deputy marshals, Caswell, Joy, Barney and another, were sent over the trail to Lake Bennett this morning

in search of the notorious three who stole the bag of gold. Joy is an ex-detective from New York and smart as a whip. Caswell is equally as brave, and when they return it is safe to say that they will render a good account of themselves."

THE JURY VINDICATES REID.

At 10 o'clock Saturday morning U. S. Commissioner Schilbrede held an inquest on the body of Jefferson Randolph Smith at People's undertaking rooms with the following jury of leading citizens: F. F. Clark, A. Laumeister, G. Chealander, C. Neice, A. E. Cleveland and W. O. Henn. Dr. Cornelius and Dr. Whiting, the latter of the railroad company, made a surgical examination of the body and found a bullet wound above the knee on the left leg, and that the cause of death was a bullet that had entered three inches to the left of the left nipple and gone clean through the body, making its exit under the left shoulder blade and piercing the center of the heart in its course. Death was therefore instantaneous.

"The jury called a number of witnesses and so carefully sifted the evidence, that, with an adjournment for luncheon, the sitting lasted until nearly half past four. They then found the following:

"We, the jurors called to inquire into the cause of the death of Jefferson Randolph Smith, after having each and all of us examined the body of said Smith, and having heard the evidence of Dr. Cornelius and Dr. Whiting upon their medical examination of said body, and also the evidence of witnesses who were present at the death of said Smith, which took place on Juneau wharf, city of Skagway, District of Alaska, U. S. A., between the hours of 9 and 10 p. m., on July 8, 1898, hereby find:

That said Smith came to his death by reason of a pistol ball piercing the heart.

That said wound was the result of a pistol shot fired by one Frank A. Reid, who now lies in the Bishop Rowe hospital, of Skagway, dangerously wounded from shots received at the hands of the deceased, the said Smith.

That such shooting on the part of the said Reid was in self defense, and in the opinion of this jury entirely justifiable.

THE DEAD MAN'S FAMILY.

Although there was not a single person in Skagway who appeared to do honor to the man who yesterday was a popular hero and is today but a dead highwayman, yet there are those who will deeply mourn his untimely end. Smith received on the last mail photographs of his wife and six children, who are living at St. Louis, also loving letters from them. Smith was born at Camilla, Ga., forty-eight years ago, and has a brother who is one of the editors of the Evening Star, Washington, D. C. He had a large correspondence with leading politicians, and by the last mail received a letter from the Secretary of War declining the tender of the volunteer company which he had organized, on account of the cost of transportation, but the secretary accompanied his declination with warm expressions of the government's appreciation of Mr. Smith's patriotism.

REID MAY RECOVER.

City Surveyor Reid was taken after the shooting to Dr. Moore's office, where all the leading medical men of the town called later and tendered their services. These formed a medical council for his treatment and at three o'clock this morning decided to remove the sufferer to the Bishop Rowe hospital. Three hours later, when Mr. Reid had recovered from the shock incident to his removal, the council made an examination of his wounds.

The sufferer was found to have been shot by a Winchester, 45 calibre, the ball entering two inches above the groin on the right side and making its exit an inch to the right of the point of the spinal column. The ball made a compound comminuted fracture of the pelvic bone, and several fragments of this were removed at the time of the examination.

It needs no words to tell the agonizing pain attending this operation, yet Mr. Reid showed the same Spartan coolness and endurance which he has exhibited since first struck by the rifle of "Soapy" Smith. Before the doctors began the examination and operation he asked for a cigar, and this he calmly smoked while the shattered fragments of his anatomy were being removed. The opinion of the medical council is that the chances of Mr. Reid's recovery are fairly good.

The killing of "Soapy" was contested for as an honor. The coroner's jury awarded it to brave Frank Reid.

The saloons have been ordered closed in Skagway.

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Owing to the general reduction of prices by landlords and merchants we will for the next 30 days give special rates for all classes of

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THE STIKEN RIVER JOURNAL.

THEO. R. NEEDHAM.

PUBLISHED EVERY SATURDAY.

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One Year \$2.00
Six Months 1.50
Three Months .75
Single Copies 10

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J. R. MOOREHEAD, BUSINESS MANAGER

SATURDAY, JULY 15, 1898.

The glorious victory of our naval fleet over the fleet of Spain at Santiago on July 3d last, is now a matter of history. The result was accomplished after two hours' fighting during which time the entire naval force of Spain under Admiral Cervera was destroyed. The news of the destruction of the Spanish fleet was flashed over the wires from one end of the country to the other early on the morning of July Fourth, and increased the natural enthusiasm incident to the celebration of the 122d anniversary of American independence. To Commodore Winfield Scott Schley is due this grand achievement, and the names of Dewey and Schley will go down in history as the heroes of Manila and Santiago. Admiral Cervera and 1,500 other Spanish soldiers and sailors are prisoners of war, while the combined fleet of Admiral Sampson and Commodore Schley is now free to assist Gen. Shafter in accomplishing the fall of Santiago. At about 9 o'clock on the morning of Sunday, July 5, the Spanish flagship Infanta Maria Teresa passed under the wall of Morro Castle, overlooking Santiago bay, and steamed out to sea, followed by the balance of the Spanish squadron. As soon as the last of the Spanish fleet had passed the harbor entrance Commodore Schley moved in to give battle when it was seen that the object of the enemy was not to fight, but to escape. Then began the running fight which lasted for two hours and ended in the complete destruction of the Spanish fleet, excepting alone the Christiana Colon, which, being a faster ship and being the first to get under way, succeeded in escaping the first terrible onslaught of the American squadron, only to be overhauled and driven ashore later by the fleet-footed Oregon, sixty miles to the westward, where her entire crew were captured. This great achievement cost Spain four of her finest cruisers and two torpedo boat destroyers, and was accomplished without damage to any of our ships and with only one man killed and one wounded. It was a glorious victory and one of which any American can justly feel proud.

He May Come to Wrangel.

Rev. Mr. Pickles, who is visiting the city in the interest of the Methodist church, while he finds discouraging conditions, says, many have expressed a desire for a regular service during the summer months, and if satisfactory arrangements can be made he will give the people of Wrangel two services a month till September 15th. He is pleased with the situation of our city and its great possibilities, and with the social and intellectual character of its people. He says the darkest hour is just before day, and thinks the people ought to cherish a good hope. Work hard for the improvement of existing conditions. He has made many visits at the different homes of our city during the week and found many new friends and met quite a few old ones. He is surprised to find quite a few Methodists who, during their residence here, seem to be enjoying a quiet vacation, or as the boy said, "his father was a Methodist but was not working very hard at it."

Bill heads, \$2.50 per thousand at the JOURNAL office.
Location notices for sale at the JOURNAL office.

Notice for Publication.

In the United States District Court, in and for the District of Alaska.
JAMES DUNSMUIR, JAMES DUNSMUIR, and ALEXANDER DUNSMUIR, doing business as coal merchants under the firm name and style of R. Dunsmuir & Sons, Plaintiffs,

VS.
Steamship "Skagit Chief," her tackle, apparel and furniture, defendant.
A bill has been filed in the United States District Court in and for the District of Alaska on the 2d day of July, 1898, by James Dunsmuir, James Dunsmuir, and Alexander Dunsmuir, doing business as coal merchants under the firm name and style of R. Dunsmuir & Sons, plaintiffs, against the steamship "Skagit Chief," her tackle, apparel and furniture, and against all persons intervening for and in their behalf and interest in a cause on contract, civil and maritime, alleging in substance that on the 16th and 20th days of May, and the 17th day of June, 1898, said defendants, at the special instance and request of the captain of said steamship "Skagit Chief," furnished on board said steamship "Skagit Chief," then lying at the wharf in said Wrangel, Alaska, thirty-nine (39) tons of coal at \$8.50 per ton, amounting to the sum of three hundred and thirty-one and 50/100 (\$381.50) dollars, against which a cash payment of fifty thousand dollars was made by said plaintiffs, less a balance due said defendants of two hundred and eighty-one and 50/100 (\$281.50) dollars for such necessary supplies furnished on the credit of said claimants, and said defendants has neglected and refused to pay the same or any part thereof, although often demanded. And praying process against said steamship "Skagit Chief," her tackle, apparel and furniture, and for reasonable and proper costs and attorneys fees, and that said steamship "Skagit Chief," may be condemned and sold to pay said claim, with costs, charges and expenses.

NOW THEREFORE, in pursuance with the notice under the seal of said court directed and ordered to me, I do hereby give public notice to all persons claiming the said steamship "Skagit Chief," her tackle, apparel and furniture, or in any manner interested therein, that they do and appear before the said United States District Court in and for the District of Alaska, to be held at Sitka, Alaska, on the 27th day of August, 1898, at ten o'clock in the forenoon of that day, (provided that the same shall be a day of adjournment, otherwise on the next day of adjournment thereafter) to show cause, if any, why judgment should not be rendered in favor of the plaintiffs, and to make their allegations in that behalf.

Dated the 9th day of July, 1898.
J. M. SHORP,
U. S. Marshal for Alaska.
By W. D. GRAY, Deputy.
Clark, Ingersoll & Weymouth, Proctors for Plaintiff.

Notice for Publication.

In the United States District Court, in and for the District of Alaska.
JAMES DUNSMUIR, JAMES DUNSMUIR, and ALEXANDER DUNSMUIR, doing business as coal merchants under the firm name and style of R. Dunsmuir & Sons, Plaintiffs,

VS.
Steamship "Glenora," her tackle, apparel and furniture, defendant.
A bill has been filed in the United States District Court in and for the District of Alaska, on the 2nd day of July, 1898, by James Dunsmuir, James Dunsmuir, and Alexander Dunsmuir, doing business as coal merchants under the firm name and style of R. Dunsmuir & Sons, plaintiffs, against the steamship "Glenora," her tackle, apparel and furniture, and against all persons intervening for and in their behalf and interest in a cause on contract, civil and maritime, alleging in substance that on the 16th and 20th days of May, and the 17th day of June, 1898, said defendants, at the special instance and request of the captain of said steamship "Glenora," furnished on board said steamship "Glenora," then lying at the wharf in said Wrangel, Alaska, thirty-nine (39) tons of coal at \$8.50 per ton, amounting to the sum of three hundred and thirty-one and 50/100 (\$381.50) dollars, against which a cash payment of fifty thousand dollars was made by said plaintiffs, less a balance due said defendants of two hundred and eighty-one and 50/100 (\$281.50) dollars for such necessary supplies furnished on the credit of said claimants, and said defendants has neglected and refused to pay the same or any part thereof, although often demanded. And praying process against said steamship "Glenora," her tackle, apparel and furniture, and for reasonable and proper costs and attorneys fees, and that said steamship "Glenora," may be condemned and sold to pay said claim, with costs, charges and expenses.

NOW THEREFORE, in pursuance with the notice under the seal of said court directed and ordered to me, I do hereby give public notice to all persons claiming the said steamship "Glenora," her tackle, apparel and furniture, or in any manner interested therein, that they do and appear before the said United States District Court in and for the District of Alaska, to be held at Sitka, Alaska, on the 27th day of August, 1898, at ten o'clock in the forenoon of that day, (provided that the same shall be a day of adjournment, otherwise on the next day of adjournment thereafter) to show cause, if any, why judgment should not be rendered in favor of the plaintiffs, and to make their allegations in that behalf.

Dated the 9th day of July, 1898.
J. M. SHORP,
U. S. Marshal for Alaska.
By W. D. GRAY, Deputy.
Clark, Ingersoll & Weymouth, Proctors for Plaintiff.

NOTICE TO MARINERS.

Dominion of Canada, British Columbia.
Rules for the Navigation of
Stikine River.

The Department of Marine and Fisheries of Canada has made regulations for the system of navigating the Stikine River, on the Stikine River, to prevent collisions, to be immediately after the opening of navigation, a station will be established at each end of the river, at which signals will be displayed for the guidance of vessels.

A white ball, on a pole, hoisted to the top of a mast will denote that the channel is clear, and that a vessel may enter the canyon from the end at which the ball is displayed.

A black flag, or a red flag, will denote that the channel is not clear, and a vessel must not enter the canyon until such consultation when the flag is displayed.

The drum and bell, shown together will be a signal between the two stations for information of the steamship and to vessel may enter the canyon when the drum and bell is shown.

In the event of vessels approaching the canyon from both ends simultaneously, the upward moving vessel will be held below the canyon until the descending vessel has run the canyon.

One prolonged blast of a steamer's whistle will be a request to the steamer, to show the all clear signal.

In any other part of the river within Canadian territory, vessels are required to keep clear of her and warping lines, stopping and tying up if necessary to prevent collision.

In the event of two vessels simultaneously approaching a place where warping is required, the upward moving vessel must allow the downward moving vessel to pass, before running out her warping line. Two long blasts followed by two short blasts of a steamer's whistle will be a signal that she is actually engaged in warping.

These rules will be established by Order in Council under the provisions of Chapter 29, Revised Statutes of Canada, and amending orders, and will have the force of law. They are not intended to supersede, but are to be in addition to the ordinary rule of the road.

By order,
W. M. P. ANDERSON,
Chief Engineer,
Department of Marine and Fisheries of Canada.
Wrangel, 19th April 1898.

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May 25	May 29	May 30	May 31	June 1	June 1	June 2	June 6		
June 9	June 13	June 14	June 14	" 15	" 15	" 16	" 20		
" 24	" 28	" 29	" 29	" 30	" 30	July 1	July 5		
July 9	July 13	July 14	July 14	July 15	July 15	" 16	" 20		

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NOTICE TO MARINERS.

Dominion of Canada, British Columbia, Buoyage of Northern Channels.

The following buoys were placed by the D. G. S. "Quadrant" this week:

1. A middle ground steel can buoy on Ripple rock, near passage between the two and between islands. There is only ten feet on a pinnacle rock where seven fathoms are shown on the charts.

2. A steel platform buoy, surmounted by a circumferential slatwork with a diamond at the apex, on Dailpatch, Seaforth channel, replacing the spar buoy heretofore maintained there.

3. A black steel can buoy on Hewitt Rock, Hilkish narrows, close to the 10 foot spot.

W. M. P. ANDERSON,
Chief Engineer,
Dominion Department of Marine and Fisheries.
Fort Wrangel, Alaska, 29th April 1898.

CITIZENS OF WRANGEL.

You are requested by the Fort Wrangel Chamber of Commerce to use all due diligence and haste in clearing your door yards of any garbage and sewage which may be there, to place the same in a proper receptacle, and remove it to the beach at intervals of not less than three times a week.

By observing this, you will be doing your part towards saving our now healthy city from sickness and disease during the coming hot season. Very respectfully,

P. C. CAMPBELL, M. D.,
Geo. W. BLOOMHART,
PETER C. JENSEN,
Sanitary Committee for the Fort Wrangel Chamber of Commerce.
Fort Wrangel, Alaska, May 3, 1898.

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These Steamships have a carrying capacity of 1,500 Passengers and 6,000 Tons of freight monthly

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This is a new house and is centrally located. There is nothing too good for its patrons

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STEAMSHIP "AMUR"

From Victoria to Skagway every twelve days; calls at Wrangel both ways.

STEAMER LOUISE...

Runs every Friday to St. Icen Island from C. P. R. Wharf. Steamers from Wrangel for Glenora and points up Stikine River.

Klondike Mining, Trading, and Transport Corporation, Ltd

—Opposite McKinnon's Wharf—

—FRED. P. PURDY, Agent

TERRIBLE DISASTER AT SEA.

British Ship Cromartyshire Collides With the French Liner La Bourgogne

565 LIVES LOST—A MASSACRE.

On the early morning of July 4, in one of the thick fogs which at this time of year hang heavily over the Grand Banks and Sable Island, in the north Atlantic, occurred one of the most horrible disasters in the history of trans-Atlantic commerce.

Without a moment's warning, the French liner La Bourgogne, with 725 souls on board, was run down by the iron sailing ship Cromartyshire, and sank within half an hour, carrying with her to the ocean's bottom over 500 of her passengers and crew, while the balance who were not drowned by the fearful suction struggled and fought for life until 163 were at length rescued by the crew of the Cromartyshire, which ship survived the collision.

The story of the fearful destruction as told by the few passengers who were dragged on board the Cromartyshire and later brought to Halifax, N. S., by the steamer Grecian, made this disaster one of the most horrible and cruel ever recorded in the history of a civilized race.

Instead of the heroic discipline which so often has been the one bright feature of such awful moments, the crew of the steamer fought like demons for the few lifeboats and rafts, battering the helpless passengers away from their only means of salvation, with the result that the strong overcame the weak, for the list of 163 saved out of the wreck bears the name of but one woman.

The Bourgogne left New York on the previous Saturday bound for Havre, while the Cromartyshire was on its way over from Glasgow with a crew of twenty-one men.

Although the transatlantic steamships have a definite course the Bourgogne was, by all accounts, forty miles or more north of these lines.

The fog was very dense, and the Cromartyshire was sailing along with reduced canvas and blowing the fog horn. Suddenly, out of the fog rushed a great steamer, and in a moment there was a fearful crash, the iron prow of the sailing vessel plunging into the port side of the steamer just under the bridge.

The shock was terrific, and tore a tremendous hole in the steamer, while the entire bow of the ship was demolished. The steamer plunged on into the fog again, her whistle crying for help, while her rockets signaled her distress.

The Cromartyshire was rounded to, and her master, Capt. Henderson, was considerably relieved in finding that she was in no danger of sinking. Off to the eastward could be heard the loud call of the steamer, and as the fog began to lift all the boats on the ship were launched. Half an hour after the collision the mist curtain began to lift, giving a clear view for miles, and then it was that those on the Cromartyshire realized the fearful struggle for life on board the Bourgogne.

The collision had come so suddenly and at such a time in the morning that few besides the crew of La Bourgogne were on deck, but the shock aroused nearly everyone, and within a few minutes the decks were crowded. At first it seemed as if there was some attempt at discipline. A few of the boats were swung off and some of the passengers allowed to get into them, but as the steamer began to settle and list to port the officers lost control of the crew and a panic ensued. Passengers and crew fought for the boats and life rafts. The strong battered down the weak, the women and children being

pushed far away from any hope of rescue. Pistols, boat hooks and knives were used by some of the crew.

The officers were powerless over their own men, and only four were saved. The fight for life on the decks of the steamer did not last long, for in a little more than half an hour she gave a long lurch to port and went down. As the ship sank beneath the surface the vortex of the water sucked down everything on the surface within a certain radius. When the suction ceased those still alive saw about 200 bodies come out of the water with a rush, as if the sea were giving up the dead after having swallowed the ship.

But the struggle for life still continued after the ship went down. Hundreds still floated about grasping for rafts, boats and wreckage in frantic endeavors to keep above water. Even then many of those in the boats showed their brutality by beating off those who attempted to climb aboard.

By this time the small boats of the Cromartyshire had come up and the work of rescue began. The crew of the ship worked heroically and saved every one who had managed to keep above water, but even then scores fell away from the boats, rafts and wreckage, exhausted, and were drowned. It was all over in an hour, although for some time after great pieces of wreckage came shooting up from the bottom, marking the spot where the great liner had gone down. But little attempt was made to recover the bodies of any of the ill-fated passengers and crew, and the battered hulk at the bottom of the ocean will probably be their tomb.

In the afternoon the steamer Grecian was sighted coming from the westward, and a few hours afterwards the Cromartyshire was in tow and arrived at Halifax on July 6.

Strangely enough Mr. La Casse is the only man of the saloon and cabin passengers who survived, while his wife is the only woman of 200, not only of the first saloon cabin, but of the whole ship, who escaped. Mrs. La Casse was aroused from her berth by her husband, who was on deck at the time of the collision. When she reached the deck of the listing ship, she saw the captain of the steamer on the bridge and some of the officers at other points endeavoring to direct the efforts of the crew to launch the boats. There was little response to the orders of the officers. The crew seemed paralyzed.

Matters were quiet and there was no panic at first, although the decks were becoming more and more crowded with frightened people. The steamer was listing and settling, and then a wild fear seized on the throng and the people lost their reason.

Mrs. La Casse was separated from her husband in the scramble, and the steamer listed so badly that she slid down the declivity and into the water. She had taken the precaution, at her husband's direction, to put on a life belt before leaving her state room, and shortly after being thrown into the sea she was seized by the arm and drawn on the life raft. Her savior was her husband. A moment later the ill-fated steamer disappeared, and a whirlpool encircled the spot where the noble craft had been. Everybody around the vortex was drawn into it. The water rushed around, faster and faster, and the unfortunates disappeared with despairing cries.

Mrs. La Casse says that a moment after the steamer was engulfed, men, women and children rose on every side of the whirlpool, and the sight of the faces and the arms and the sound of shrieks was so terrible that she will remember them to her dying day.

The story of cruelty and barbarism is continued in the tale of all the survivors. The officers

and crew seemed to be entirely unmindful of the fact that there were lives other than their own to be saved. More than half the lifeboats and rafts were left hanging to the davits or securely fastened to the deck. Those on the port side were left untouched although filled with passengers, and went down with the ship, carrying their precious burden of human life to a watery grave.

There are no survivors who saved more than enough clothing to cover their nakedness. Nearly all lost their savings and they were mostly working people going home to European lands.

The Seattle P.-I. of July 8, gives a story of the loss of the Brother Jonathan, which occurred off the Oregon coast on July 31, 1865, causing the loss of 200 human beings. The contrast between the action of the American crew on that occasion, and the action of the French crew aboard La Bourgogne is very striking. Capt. De Wolfe, of the Jonathan, after seeing his passengers and such of his crew as could be accommodated in the boats safely away from the ship's side, stood on the bridge with the remainder of his crew quietly awaiting a certain death, happy in the consciousness of having done his full duty as an American sailor.

Wrangel Furniture Co.

637 Front Street
Owing to orders from headquarters, all the stock consisting of

Furniture, Mattresses, Springs, Crockery, Tinware, Etc.
Will be sold

AT COST

Beginning next
Monday, June 20

THE
Providence FUR CO.,
PROVIDENCE, R. I.

Wants all kinds of raw furs, skins, ginseng, seneca, etc.

Prices quoted for the next sixty days are as follow:

Silver Fox	\$15.00 to \$150.00
Beaver	5.00 to 25.00
Otter	4.00 to 9.00
Martin	2.00 to 9.00
Beaver, per pound	3.00 to 3.50
Wolf	1.00 to 2.00
Red Fox	1.00 to 2.00
Mink	.75 to 2.00
Skunk	.25 to 1.00
Gray Fox	.50 to .75
Rat	.20 to .25

Price list on all other furs and skins furnished on application. Full prices guaranteed, careful selection, courteous treatment, and immediate remittance on all consignments.

NOTICE

We desire to announce to the general public that we have on hand a complete line of

General Merchandise

Consisting of Groceries and Provisions, Clothing, Boots and Shoes, Rubber Goods, Mackinaws, and a Full Line of

Miners' Supplies

Reid & Sylvester

The Pioneer Merchants,
FORT WRANGEL, ALASKA

Duncan McKinnon General Merchandise

MINERS' SUPPLES

The most complete Outfitting House in Alaska. We sell at prices that defy competition.

Front Street,

FORT WRANGEL,

ALASKA

Rufus Sylvester.

Thos. A. Willson

Willson & Sylvester.

Fort Wrangel Mills

MANUFACTURERS

of

OF ALL KINDS OF

Yellow Cedar

Red Cedar

Spruce Lumber

FLOORING

CEILING

RUSTIC, etc.

Dealers in Doors, Windows, and Shingles.

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Patronize the

Wrangel Billiard Parlor

LYNCH & JONES

PROPRIETORS



A
Resort
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Boys . . .

Cigars and Refreshments

Front Street,

Wrangel, Alaska

THE BEST ROUTE

Now is the time to procure your supplies and bid yourself to the

FAMOUS GOLD FIELDS OF ALASKA

There is only one reliable route and that is via

STIKEEN RIVER TO LAKE TESLIN

The Canadian Pacific Navigation Company is now operating the most complete line of ocean and river steamers consisting of the

ISLANDER, DANUBE, TEES, CHARMER, PRINCESS LOUISE, RITHETT

And the Magnificent Steel River Steamer

“IRVING”

Safe, Sure, Speedy.

Canadian Pacific Navigation Company

JOHN IRVING, Manager.

LOCAL NEWS.

Read the advertisement of the Eureka Brewery in another column.

The Wrangel Furniture Co. has closed out its stock of goods and will go out of business.

There is no congestion of traffic on the "easy" route - i. e. the Stikine - to the Yukon.

Mr. H. F. Whirlow is attending to the assaying at the Wrangel Drug Co. during the absence of Mr. Bair.

Last week it was Porter; this week Stone. Our citizens are wondering "who'll be the next?"

Col. H. H. Mandigo and E. F. Davis, of Minneapolis, returned from Glenora on the McConnell yesterday, bound north.

The lockers of Co. H arrived on the Discovery from Vancouver barracks, Wash. The boys now appear looking finer than silk in their fatigue caps.

Attorneys Clark and Cochran, accompanied by some less shining lights of the legal profession, leave on the Topeka for Sitka, to be absent a few days on business.

Gene Hall, the well known employe of the firm of Bloomhardt & Bair, has gone north on a vacation. He will visit Juneau, Dyea and Skagway a few days ago.

E. E. Bair, the popular member of the firm of Bloomhardt & Bair, has gone north on a vacation. He will visit Juneau, Dyea and Skagway, returning in about two weeks.

H. E. Weymouth, for some months a member of the firm of Clark, Ingersoll & Weymouth, has disposed of his interests in Wrangel and left on the Cottage City for Honolulu.

Mr. Walburton Pike of the Cassiar Central Ry., arrived from Glenora on Thursday. Mr. Pike is operating several pack trains from Glenora to Dease and Teslin lakes. He left for Victoria on the steamer Tees yesterday morning.

Ex-Chief of Police Andrew Jackson, of Seattle, returned home from Skagway on the Cottage City. Mr. Jackson has just completed a new water works system for Skagway which is a model of its kind, being even better than the system in Wrangel.

William Kinnarny, formerly freight clerk on the steamer Islander, and for some time past connected with the Victoria house, Wrangel, left on the City of Seattle for San Francisco, to accept a lucrative position.

Harry Day of the Victoria hotel, who was accidentally shot in the leg while cleaning his revolver some time ago, appeared on the street this week for the first time since the accident.

The Spanish privateer reported to be hovering around Dixon's Entrance, turns out to be the steamer Noyo referred to in another column. Captain Stephens and his guards will now sleep more peacefully.

"Chapple" Harrison came near losing his trunk and contents a few nights ago. Some daring burglar entered his room and stole his trunk, expecting, no doubt to find money therein. They were disappointed, however, and after ransacking it thoroughly they left it in some bushes on McGilligan's ranch.

Unless called away the Rev. F. M. Pickles, of Tacoma, will preach at the opera house on Sunday 11 a. m., and at 7:30 p. m. The people of the city are cordially invited to attend and to bring with them their gospel hymns.

M. L. Sherpy, editor of the Skagway News, made the JOURNAL a pleasant call on Wednesday. Mr. Sherpy, accompanied by his daughter, is on his way to the Sound and stopped off while the Cottage City was at the wharf to give us the latest from Skagway.

An Indian named Joe Shakes, while trifling with a rifle on July 1st, succeeded in discharging the weapon into his hand, causing a very bad wound. The accident was not reported for more than a week, when Shakes called on Dr. Campbell to have the wound dressed. The length of time during which the wound was not attended to made amputation necessary. Joe says, "I didn't know it was loaded."

A representative of the JOURNAL interviewed Judge Clark this week to get confirmation to the report that the case of Willoughby Clark vs. The McKinnon Wharf Co. had been decided in favor of the defendant. The judge pleaded ignorance of any such case, stating that in all probability the case referred to was that of Wm. Bullock et al. vs. The McKinnon Wharf Co., which case does not come up till the November term of court.

The advance guard of the numerous people who left Ashcroft to penetrate the interior via the Ashcroft route have reached Telegraph Creek with ninety-seven mules. They report the route as being the worst that could possibly be imagined. From Ashcroft north to Quesnelle the route is over the government trail and is in excellent shape, but north of Quesnelle it is poor, while from Hazelton to Telegraph Creek the route passes over the old trail cut by the W. U. Telegraph Co. thirty-seven years ago, which is now completely obliterated. The party could do no more than blaze a trail and jump their animals over all trees and other obstructions in the road. The advance reached Telegraph Creek on Tuesday last, being nearly four months enroute from Ashcroft. One of them, on being asked what kind of a trail it was, answered: "It is a of a trail."

The treasurer of the citizens committee in charge of the 4th of July entertainment, submits the following report: Money collected \$67 60
Geo. Brown, for band \$15 00
Alaska Hardware Co. 11 75
Bachelder & Bernard 6 30
B. A. Stephens, raising flag 2 00
Jack Collins, prize 5 00
Indian Jim, prize 10 00
Cash on hand 17 55
Total \$67 60

GEO. BLOOMHARDT, Treas.

Dr. Cyrus A. Allen, Dr. M. F. Linquist, William A. Lloyd and W. A. Sloan, five members of the Buffalo party which left Wrangel May 1st for Glenora, returned on the McConnell yesterday. They report having been to Dease creek, but finding no flattering prospects returned to Wrangel where they will remain for some time. The party have all enjoyed their trip. They report an epidemic of Stikinitis at both Telegraph Creek and Glenora.

Mr. J. P. Lowe, the popular jeweler, who came to Wrangel about the 1st of January, will leave for Ketchikan tomorrow, where he will open up a shop for the repairing of watches, clocks, etc. Mr. Lowe has not been well for some time, and has been unable to do much work. He has a number of bills standing out which he has been unable to collect, and it leaves him in a crippled condition financially. The citizens of Ketchikan will find Mr. Lowe an honest, deserving man.

The JOURNAL's Telegraph Creek correspondent writes that the departure of the Buffalo party from that town has cast a gloom over the entire country surrounding. The trip to Glenora was more like a funeral procession than anything else. Clutchmen gathered from far and near to mourn the departure of Dr. Allen. Tears were constantly in evidence, showing the high esteem in which the doctor is held. The doctor has a way of ingratiating himself into the hearts of all with whom he comes in contact.

Regular Church Service—Presbyterian Church.

Sunday school, 10 a. m. Preaching to Natives, 11 a. m. Christian Endeavor, 7 p. m. Reading to White population, 8 p. m. Prayer meeting, Friday, 8 p. m.

"A Rolling Stone," Etc.

The JOURNAL has reason to regret the departure of O. C. Stone, a lawyer of some local notoriety who packed up his kit of tools and left on the City of Seattle. Stone has been variously engaged while in Wrangel mostly in the business of financing and incidentally paying some attention to logging. It is reported that in his financial dealings he has resorted to the practice of "kiting," which Secretary of the Treasury Gage, J. P. Morgan, Baron Rothschild of London and other financial lights regard as being not according to Hoyle. Lawyer Stone will take up his residence at —?

A FAKE.

\$300-to-a-Man Story Denied

We regret very much the necessity which compels us to announce to our many readers that we are just in receipt of absolutely correct news from one of the JOURNAL's special correspondents to the effect that the story of \$300 to the man per day near Glenora is entirely without foundation in fact. The story originated in the brain of one Saunders, a Hebrew spectacle dealer of Glenora, and gained some local circulation. The only find yet made approaching such richness was made many years ago on Buck's bar, northeast of Glenora.

LETTER FROM HOWCAN.

Special to THE JOURNAL.

About noon Friday, July 2, the inhabitants of Howcan were amazed to see approaching up the straits a steam schooner, having in tow two stern-wheel steamers, and were still more surprised when all three came to an anchor in American bay, just opposite the village. Such an array and style of crafts had never before invaded these waters.

It was not long before a throng of tourists had invaded the village and from them it was learned that the steam schooner was the Noyo, and her tows the Alfred Beach, of Chicago, and the W. H. Evans, of Baltimore, which had left Seattle June 19, bound for St. Michaels.

Rumors of trouble between the Noyo and the Evans induced your correspondent to interview Capt.

Case & Wilson

Have on exhibition in their show window a very handsome and unique center table. It is made from black walnut taken from the "Ancon," wrecked a number of years ago near Loring, and Alaska yellow cedar. It was made by one of the natives of Sitka, and is valued at \$50.00. In the same window is a sealed glass jar filled with beans. For every dollar purchase you make in the store you will be entitled to a guess and the person guessing nearest to the number of beans in the jar will be presented with the table. The jar was filled and sealed in the presence of three of Wrangel's most prominent citizens and on September 1st, 1898, will be opened and the beans counted by the same committee.

The economy of buying at Case & Wilson's is so evident that it will draw you there with the force of a magnet. Their business is steadily increasing and the reason is simply because they give good honest values at right prices.

C. H. Lewis, from whom he obtained the following statement: "Yes, sir, I am commander of the W. H. Evans and one of the principal stockholders of The Lewis Klondike Expedition Co., of Baltimore. I should say we have had trouble with the Noyo. But her troubles have not yet commenced, if there is any justice in the country. It was a foul conspiracy and a deliberate plan to extort more money, or release from responsibility from me, or send us to the bottom."

"Isn't there some mistake? It seems hardly possible that such devilish inhumanity could be conceived."

No, sir! there is no mistake. We contracted with the Noyo's agent at Seattle, one Jacobson, of the Scandinavian bank, paying him \$2,500 to be towed to St. Michaels, and our contract reads via the inside passage to Cross Sound, thence coasting to St. Michael, using all due care, etc. I do not think Capt. Hanson was the instigator of the trouble, but think the whole trouble is to be laid at the door of one McDormit, part owner of the Noyo, who, being interested in some other outfit on board, and anxious in his own private interest to make time, conceived the plan to get rid of us.

"Why, they broke their contract by trying to take us around Cape Flattery, and when I objected, wanted more money to take the inside passage. This I refused to give, and they kept right on, but rough weather and the parting of several lines, compelled her to put back into Port Angeles, where Capt. Hanson threw up his command and a half dead man took his place."

"The necessary repairs being made we came up the inside passage as far as Dixon's Entrance where the Noyo again put to sea. After passing Cape Muzon we experienced very rough weather and the Noyo going at full speed against a heavy head sea, paid no attention to our signals of distress for over three hours, during which time we were being badly wrenched and racked. We requested that they take us by the inside passage, as per contract. They wanted me to sign a release, which I refused to do. They then sent back word through the mate, the captain being sick, that unless we signed a release, the Noyo would tow us to sea until we sunk."

"Our hog chains breaking, and in danger of our lives, I hoisted the U. S. flag, union down, thus demanding a return to a harbor. It was fully an hour before the Noyo heeded this signal and brought us to this place, of which there is no survey, and abandoned us, sneaking out with the Beach in tow at 1 o'clock this (Saturday) morning."

"After our trouble at Cape Flattery and our return to Port Angeles, we decided to libel the Noyo on her arrival at St. Michaels for \$100,000, and I have so notified her captain."

"I would not have contracted with the Noyo had I known she was to tow the Beach also."

"It will take us three or four days to get our wheel mounted, when we will proceed under our own steam as best we can. We have plenty of provisions, a willing crew and patient passengers, and shall trust to Providence for a safe passage."

The above was confirmed by a large number of the passengers,

who were very indignant at the Noyo's treatment.

The Evans succeeded in getting her wheel mounted and other necessary repairs made, and left her anchorage here at 6 a. m. Wednesday, July 6th. She may touch at Wrangel about the time this letter reaches you.

Messrs. C. B. Ferguson G. A. Bryan, J. P. Myers and P. J. Moran, of Maryland, left the outfit at this point and will remain in this neighborhood prospecting.

Among the Evans passengers were Capt. Perry Crossen and wife, of Morrow, Ohio, and Mr. Turner and wife, of New York city. H. M. S.

Wrangel Furniture Co.

637 Front Street
Owing to orders from headquarters, all the stock consisting of

Furniture, Mattresses, Springs, Crockery, Tinware, Etc.

Will be sold

AT COST

Beginning next

Monday, June 20

THE McKinnon Wharf and Forwarding Co.

OF FORT WRANGEL, ALASKA.

Have Their Wharf and Warehouse Ready for Vessels to Land Local and Bonded Goods.

Apply to —Company's Agents on Wharf— Fort Wrangel, Alaska.

For Further Particulars, or J. BOSCHOWITZ, Agent, Victoria, B. C.

The Chicago, Milwaukee & St. Paul Railway.

Operates its trains on the famous block system; Lights its trains by electricity throughout; Uses the celebrated electric berth reading lamps; Runs splendidly equipped passenger trains every day and night between St. Paul and Chicago, and Omaha and Chicago.

THE

Chicago, Milwaukee & St. Paul

Also operate steam heated vestibuled trains, carrying the latest private compartment cars, library buffet smoking cars, and palace drawing room sleepers.

Parlor Cars, free reclining chair cars, and the very best dining car service.

For lowest rates to any point in the United States or Canada, apply to ticket agent or address C. J. EDDY, General Agent, 225 Stark street, Portland, Oregon.

CANADIAN PACIFIC

and

Soo Pacific Line

Low Rates

From Vancouver, Victoria, Seattle

To St. Paul and Minneapolis, \$10

Chicago \$21.50

New York \$25

For full particulars as to rates, time, etc., apply to

R. A. CORBET, Agent Ft. Wrangel
H. B. CARTER, General Agent

Or to E. J. COYLE, District Passenger Agent, Vancouver

Ft. Wrangel Brewery

BRUNO GRIEF, Prop.

THE New Brewery

Is now Completed and in Full Operation

Water Front: Wrangel

COAL

The famous

Wellington Coal

Now on sale at the lowest market rates.

Offices at Clark, Ingersoll & Weymouth's or on board Bark Richard III.

Steamers coaled at any hour.

M. MANSON, Agent for R. Dunsmuir & Sons

Wakefield & Young GROCERS

The Leading Dealers in Groceries and Provisions A Full Line of General Merchandise

309 Front Street. Wrangel, Alaska

EUREKA Beer Hall

M. McCANE, Prop.

This place is newly fitted up and will be managed as a

First Class Resort—Beer 10c

Located in Building adjoining Wrangel Drug Co's Store.

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Fred Salaman

Washington Place off Front St. Fort Wrangel Alaska

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on Canada and United States

Handles REAL ESTATE Executes every kind of business on Commission.

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The Northern Pacific Railway RUNS

Pullman Sleeping Cars

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Upholstered Tourist Sleeping Cars

ST. PAUL TO AND FROM MINNEAPOLIS DULUTH FARGO GRAND FORKS CROCKSTON WINNIPEG HELENA BUTTE SPOKANE

And all other points in the United States and Canada.

THROUGH TICKETS TO CHICAGO PHILADELPHIA WASHINGTON NEW YORK

BOSTON And all points East and South, also to China and Japan via The Northern Pacific S. S. Co.

For full information, rates, routes, maps, etc. apply to I. A. NADEAU, Gen'l Agent, Seattle, Washington. A. TINKLING, Gen'l Agent, Tacoma, Washington. E. E. BLACKWOOD, Agt N. P. R. R., Victoria, B. C.

— OR — A. D. CHARLTON, Asst. Gen'l Pass. Agt., Portland, Oregon. CHAS. S. FEE, General Pass. Agt., St. Paul, Minn.

ROBERT HYLAND

Dealer in Groceries & Provisions

Furs, Curios, Etc. . . .

Telegraph Creek.

Head of Stikine River

Miners supplied with everything necessary in making the trip to the Klondike.

Steamer Elwood. . .

All claims against the above steamer must be sent in to the undersigned at once, or they will not be recognized. . . .

By Order E. OFFORD, Purser. 23 June, 1898.

Charles O. Bates,

Attorney at Law

OFFICE—Jackson Block. FORT WRANGEL, ALASKA.

DR. W. L. HARRISON

DENTIST

(With Dr. Campbell.) ADJOINING P. O. BUILDING WRANGEL, ALASKA

Fife-Alaska Co.

DEALER IN . . . General Merchandise.

C. P. COLE,

Contractor AND Builder

I desire to announce to the public that I am prepared to do Contracting and Building on the shortest notice. Shop located on Front street.

Clark, Ingersoll & Weymouth,

ATTORNEYS AT LAW

417 FRONT STREET, Fort Wrangel, Alaska. Mining Properties, City Real Estate.

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Yukon Stoves and fixtures. All kind of work made to order.

BATH TUBS A SPECIALTY.

Careful attention given all custom work

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